

EX. 1851. 268 C. 6  
400. A. 133

# MACHINERY AND MODELS

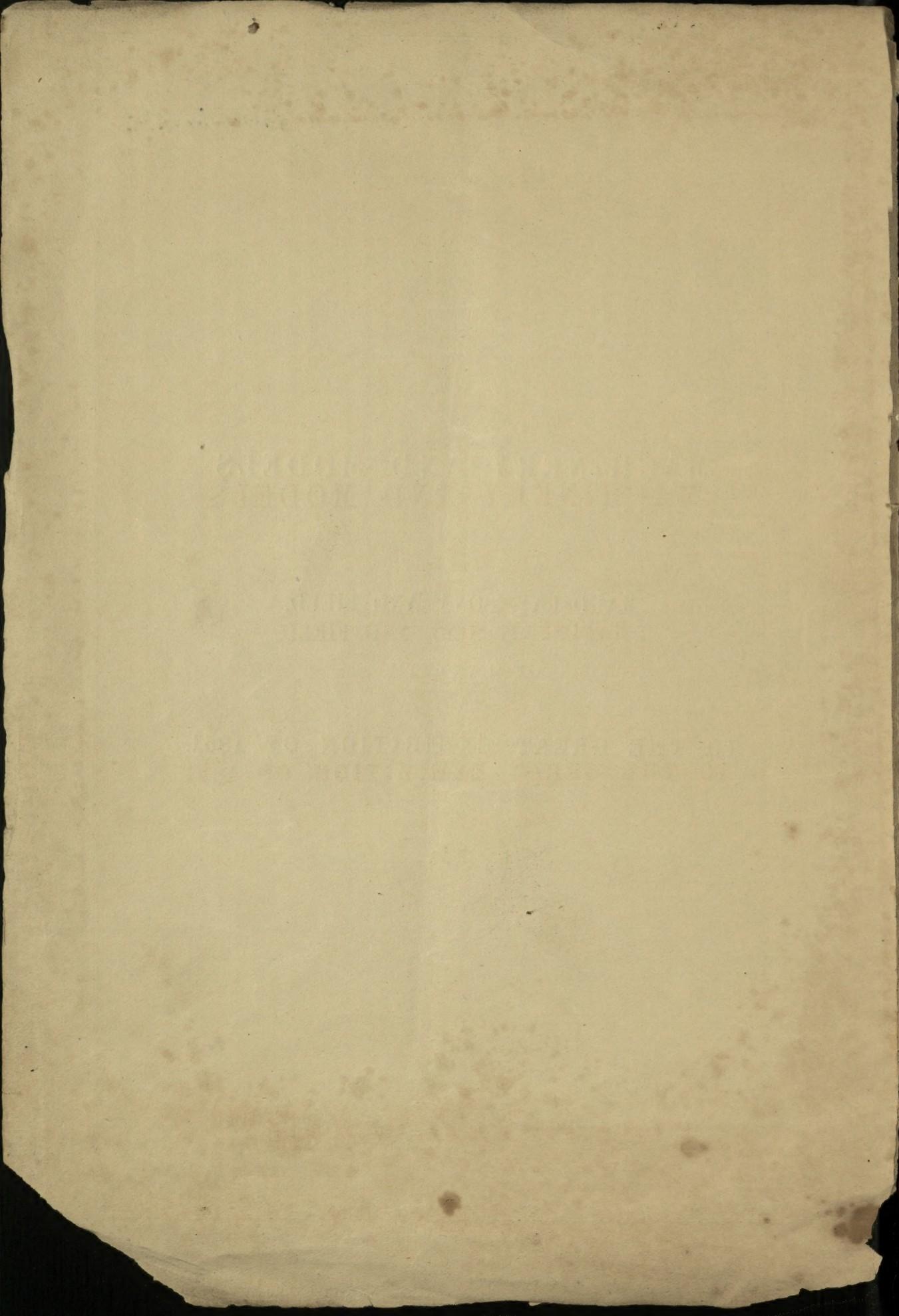
SENT BY

MAUDSLAY, SONS, AND FIELD,

OF LAMBETH,

TO THE GREAT EXHIBITION OF 1851.





# MACHINERY AND MODELS

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26.11.67.

LONDON AND NEW YORK

HENRY ALLEN SONS & ELLIOT

TO EXHIBITION

EXHIBITION OF 1881

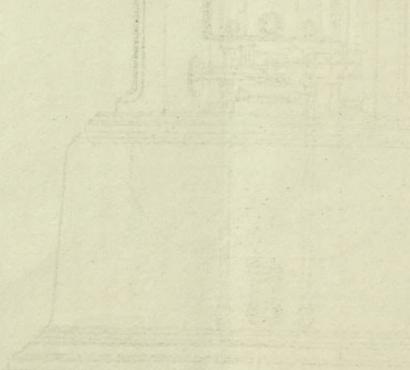
LONDON AND NEW YORK

BY HENRY ALLEN & SONS LTD

LONDON: PRINTED BY W. CLOWES AND SONS, STAMFORD STREET AND CHARING CROSS.

THEATRUM MUNDI

EXHIBITION OF 1881



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1881 TO EXHIBITION OF 1881

*Anniversary 1851*

# MACHINERY AND MODELS

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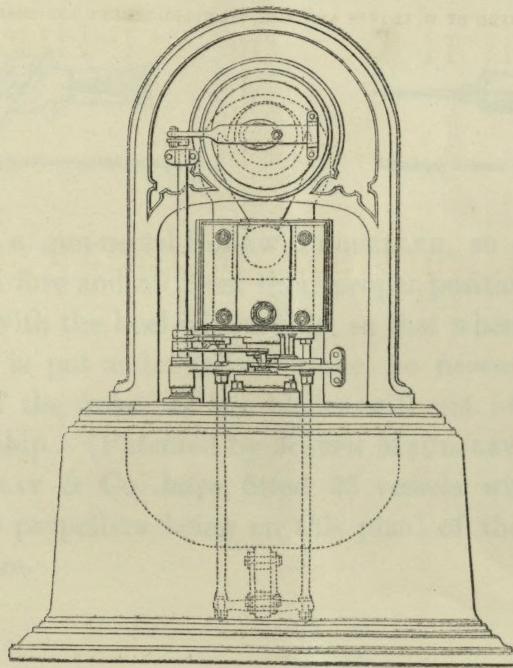
OF LAMBETH,

TO THE GREAT EXHIBITION OF 1851.

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EXHIBITED IN CLASS VI. No. 228.

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1. A COINING PRESS, in which the motion to give the impression is obtained by an eccentric instead of by screw or lever.

БИБЛІОТЕКА  
ДЛЯ ПІДСТАВНИКА

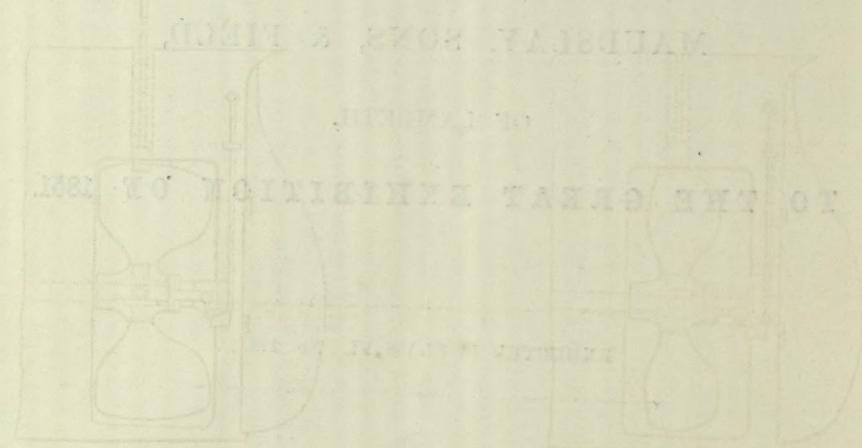
# БІЛЬШОМУ ЧУДОЧНИКУ

УДАР

СОЛНЦЕ В РІДЬКУ МАЛІВАНІ

ПІДСТАВНИК

ІМІЮЩІ СІМІННІХ ТАКІХ ІНІ ОТ



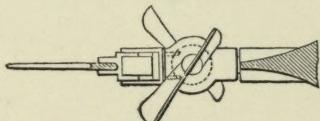
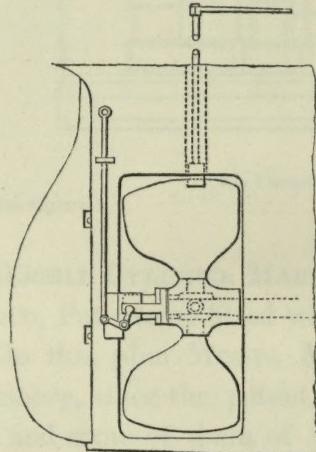
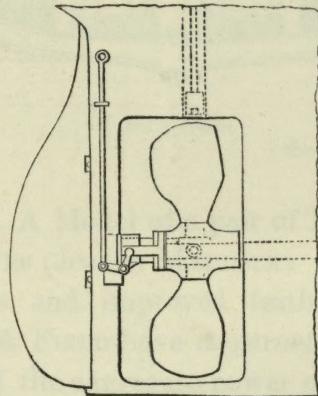
оіт іншіх підсумків що, зокрема, він є відмінною підставкою. А є її  
багато вищої якості, ніж та, що він має. Ідея єдиного підсумку  
то є, зокрема, поганою, але є і кращі. Але, зокрема, це відноситься до  
загальніх підсумків, які відносяться до всіх підсумків, а не  
до окремих підсумків, які відносяться до окремих підсумків.

Ідея єдиного підсумку є, зокрема, поганою, але є і кращі. Але, зокрема,  
це відноситься до загальніх підсумків, які відносяться до всіх підсумків,  
а не до окремих підсумків, які відносяться до окремих підсумків.

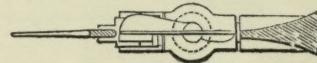
Задача, яка стояла перед мною, була, зокрема, відповісти на  
важливий питання: яким чином підсумок може бути єдиним? Але, зокрема,  
це відноситься до загальніх підсумків, які відносяться до всіх підсумків,

EXHIBITED IN CLASS V. No. 38.

2. A small DOUBLE CYLINDER DIRECT-ACTING HIGH PRESSURE STEAM ENGINE for working the Coining Press.



Maudslay's Patent Feathering Screw-propeller in Action.



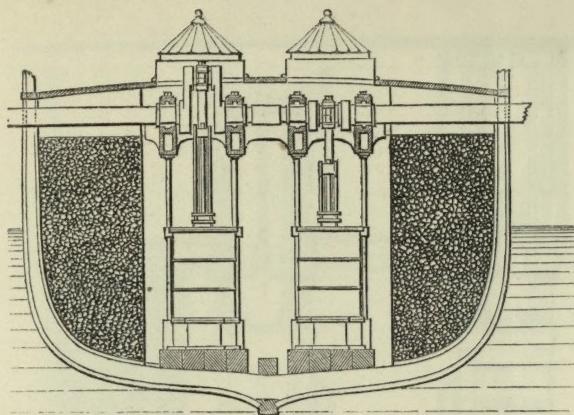
Maudslay's Screw Propeller, out of Gear.

3. A Model of a gun-metal SCREW PROPELLER, so constructed that the blades can be turned fore and aft from their proper position for propelling, and thus assume a line with the keel of the ship, so that when steam power is not used, and the vessel is put under canvas alone, no necessity exists for taking the propeller out of the water, as the blades will not offer any resistance to the progress of the ship. (Patented by JOSEPH MAUDSLAY).

Messrs. MAUDSLAY & Co. have fitted 23 vessels with screw machinery (some of the screw propellers being on this plan) of the collective nominal power of 4,380 horses.

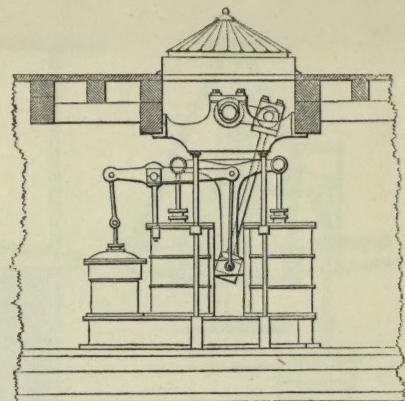
4. A CONNECTING ROD, fitted with its bolts and brasses, the latter lined with soft metal, and adapted to a pair of patent Double Cylinder Marine Steam Engines of the collective nominal power of 800 horses.





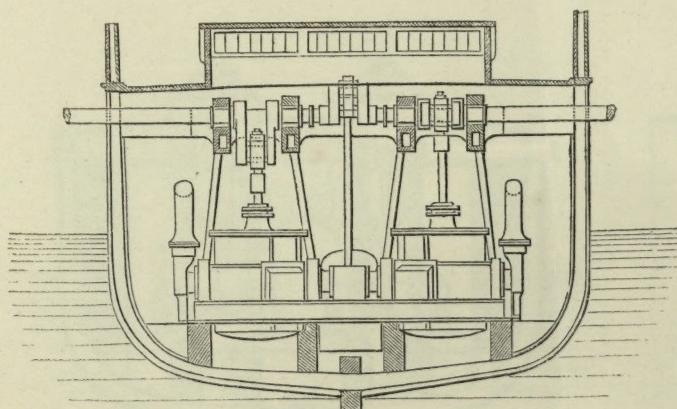
End Elevation.

Maudslay's Double Cylinder Marine Engines.



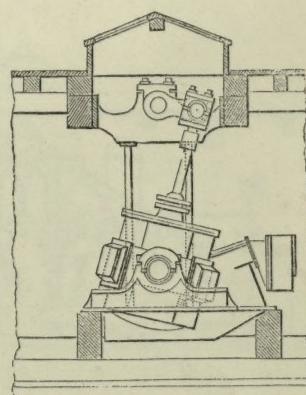
Side Elevation.

5. A Model of a pair of DIRECT-ACTING DOUBLE CYLINDER MARINE STEAM ENGINES (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees) fitted with paddle wheels and improved feathering floats. On this plan Messrs. MAUDSLAY, SONS, & FIELD have constructed marine machinery, since the patent was taken out, of the aggregate power of 19,130 horses, and some of them of 800 horses collective nominal power.



End Elevation.

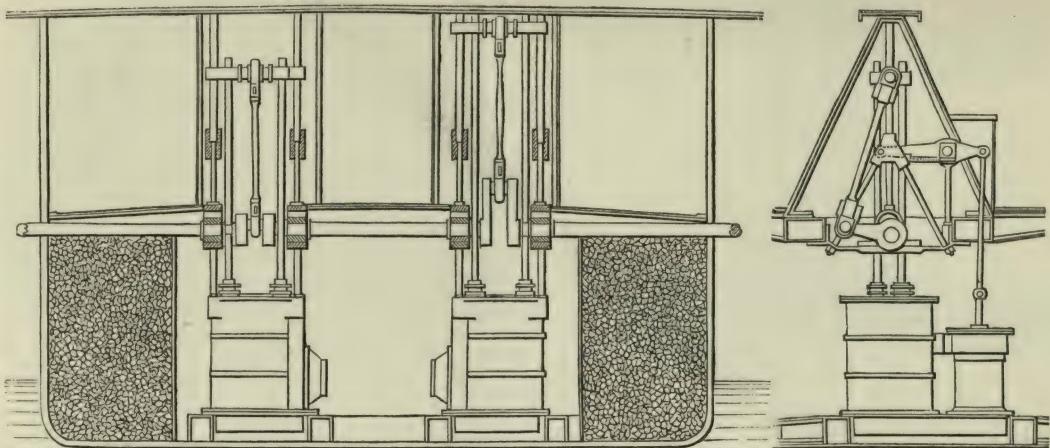
Maudslay's Direct-acting Oscillating Cylinder Steam-engines.



Side Elevation.

6. A Model of a pair of DIRECT-ACTING MARINE STEAM ENGINES, with OSCILLATING CYLINDERS (JOSEPH MAUDSLAY, Patentee), on which principle Messrs. MAUDSLAY & Co. have constructed engines of the aggregate nominal power of 2,100 horses.

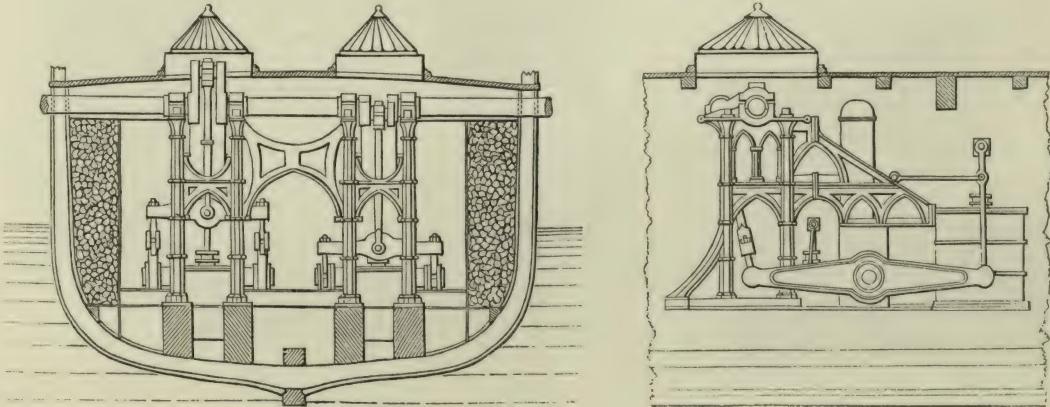




End Elevation.  
Maudslay's Double Piston-rod Engines for Shallow River Navigation.

Side Elevation.

7. A Model of a pair of DIRECT-ACTING DOUBLE PISTON-ROD MARINE STEAM ENGINES, peculiarly adapted to shallow river navigation (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees). Messrs. MAUDSLAY, SONS, & FIELD have made engines on this plan for the Rhone, Indus, and Sutlej, of the aggregate nominal power of 545 horses.

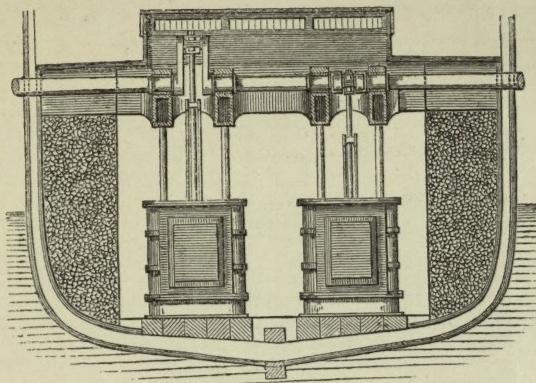


End Elevation.  
Pair of Maudslay's Marine Beam Steam engines.

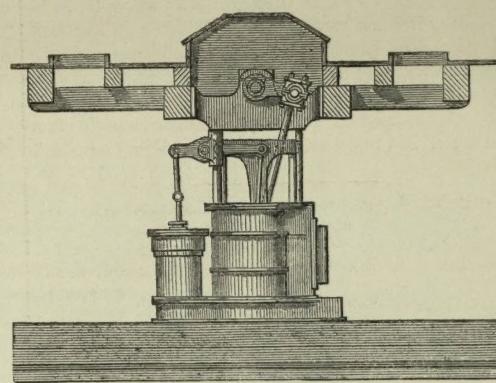
Side Elevation.

8. A Model of a pair of MARINE BEAM STEAM ENGINES, on which plan Messrs. MAUDSLAY & Co. have completed 103 pairs, of the aggregate nominal power of 11,358 horses.





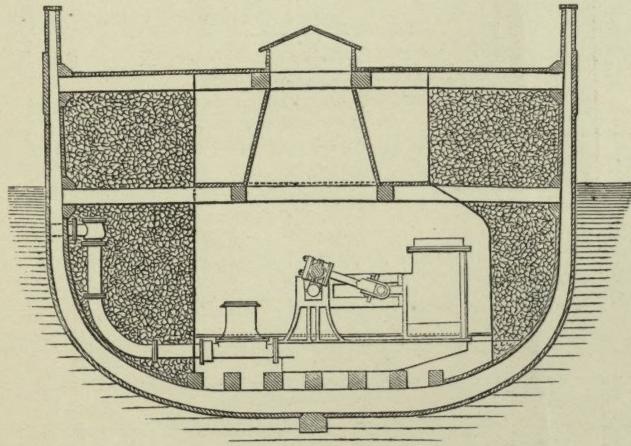
End Elevation.



Side Elevation.

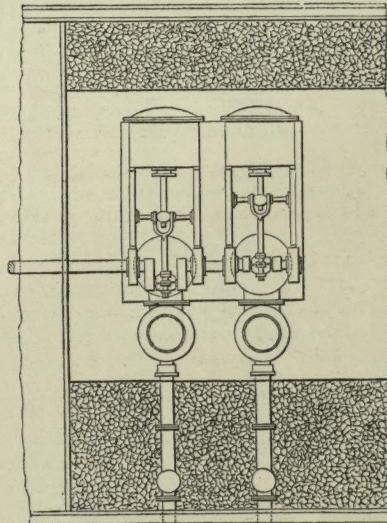
Maudslay's Annular Cylinder Marine Engines.

9. A Model of a pair of DIRECT-ACTING ANNULAR CYLINDER MARINE STEAM ENGINES (JOSEPH MAUDSLAY, Patentee) fitted with paddle wheels, and improved feathering floats. These engines have been fitted to some of the fastest Packets in the Channel, and on this principle Messrs. MAUDSLAY & Co. have manufactured 23 pairs, of the aggregate nominal power of 2,250 horses.



End Elevation.

Maudslay's Horizontal Direct-acting Marine Engines for Screw-propulsion.



10. Model of a pair of HORIZONTAL CYLINDER DIRECT-ACTING MARINE STEAM ENGINES for driving a Screw Propeller, so constructed as to occupy little space, and to be altogether below the water line.

smaller and O-named microcosm to step up to 1400 A. 0  
but already older than itself (though it may have been) enough has  
left to prove that even with simple tools ancient man had  
not yet lost his originality and his inventiveness at least. The  
most curious thing I find is that he was very fond of small

things from which we can't make any account to step up to 1400 A. 0  
though it is a fact that no polished wood is quite so simple  
and rough as that used by him.

14.

